



FLIGHT LINE



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The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume-124, Number 9 Nov 2006



Sunset on the beach pilot and photographer unknown

Index:

1. [All the News that's Fit to Eat](#)
2. [Sept & Oct Meeting Minutes](#)
3. [Falling at Mission](#)
4. [Wild Ass & PGs @ Elk](#)
5. [Editor's Psychotic Rambling](#)
6. [Back Page](#)

ALL THE NEWS THAT'S FIT TO EAT !!

2006 Fall Flying Calendar

Dec15-May1 [PG flying in Guatemala](#) P2 and up
Contact [Alec Gordon](#) 415-410-5244

Oct25-29 Point of the Mountain [Jason Shaprio](#) 530-306-1082

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WOR Business

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Aug 2006 WOR Meeting Minutes

New Members/Guests

Eric Neilsen - A PG pilot from Norway who has not flown in the US yet.

Great Flights

Wayne Michelson flew from Slide to Monitor pass and landed in Minden.

Paul Gazis flew Indian Valley 2 weeks ago and got his first good flight there.

Mark Mullholland flew Ed Levin las Sunday. Steve Rodrigues flew 3 tandems in 1 day.

President's Report - Steve Delayo

Nothing to report.

Vice President's Report - Wayne Michelson

Nothing to report.

Treasurer's Report - Don Herrick

Expenses exceeded income for the past month.

Membership Services - None

Flight Director's Report - None

Ed Levin Site Committee Report - Steve Pittman

The road needs grading. A work party is contemplated. The road near the top launch was not graded the last time grading was done. The windsock pole may need to be replaced.

Mission Peak Site Committee Report - Steve Rodrigues

A paraglider pilot suffered a collapse over the slide. A key is available. A mountain biker has been reporting park rules violations.

Mt. Diablo Site Committee Report - Mark Grubbs

The summit and north gate roads have been closed at times. Check the Mt. Diablo website for road status.

Site Acquisition - All

Test flights were reportedly flown at Coyote Lake.

Old Business

The Ed Levin site procedures are still in process. Changes are needed if we are to

remove the pay phone at Ed Levin, which is costing the club \$90/month. Website features are being added to allow on-line renewals. Diev Hart will be the new webmaster.

New Business

A fly-in is planned for Indian Valley on Labor Day weekend. Another fly-in is planned for Cerro Gordo the weekend before Labor Day. A pilot summit is planned for the 5th to 8th of October. 17 people attended.

Sept 2006 WOR Meeting Minutes

New Members/Guests

Peter Wynn - is taking lessons at Mission Soaring, working on his H2.

Great Flights

Peter Wynn gained altitude in a thermal. Deb won a feather as best driver at Mingus, driving for Steve Delayo.

Steve Delayo took 1st and 3rd at Mingus. Wayne Michelson, Ben Rogers, Bruce Bousfield flew 65 miles from the "burn" launch at Indian Valley.

Lee Gardner reached 1500' at Marina beach and flew to the Salinas river.

President's Report - Steve Delayo

Nothing to report.

Vice President's Report - Wayne Michelson

Nothing to report.

Treasurer's Report - Don Herrick

Expenses exceeded income for the past month. There is sufficient revenue to fund club events. There is no record of Diablo site fees having been paid for the last 2 years. The Ed Levin LZ phone cost the club \$100/month. Eliminating the pay phone will require a change in site procedures.

Membership Services - Bill Jablon.

WOR now has 425 members.

Flight Director's Report - Pat Denevan

No incidents to report.

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Ed Levin Site Committee Report - Steve Pittman

Nothing new to report.

Mission Peak Site Committee Report - Steve Rodrigues

The site has been closed due to fire danger some days. Call (510)-544-2222 for site closure status.

Mt. Diablo Site Committee Report

None.
Site Acquisition -Wayne Michelson
Goat Mt. will open on 10/15/06.

Coyote Lake test days are planned. Contact Jim Woodward or Gene Pfifer if interested.

Old Business

A pilot summit is planned in conjunction with the BOD meeting in October.

New Business

A motion was adopted to allocate \$100 for Dr. Jack Glendenning's speaking fee and dinner at the pilot summit.

Funds were requested for an Eagle Scout project. The project is to replace the fence by the breakdown area at Ed Levin. Total budget for the project is \$1345. The scouts requested that a decision be reached prior to the next WOR meeting due to the impending rainy season. A motion was approved authorizing the executive committee to spend up to \$1400 to support the project.

Dave Wills announced that he is running for Region 2 director. The other candidate is Jon James of Sonoma Wings.

19 people attended.

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END OF MEETING MINUTES

Mission Fall

By Carmela

Fall is upon us with a typical fall pattern over the weekend.

Saturday looking at least launchable at Mission I talked Rex into going for a sled run. We had not flown for awhile and it looked at least like we would be able to launch and land. It then it started to look like an extended and then it turned into a soaring flight.

We called Bruce and Lynn to see if we can sucker them into going for an extended sled run with us.

Lynn decided with everything that was going on she would drive for the three of us. At least we won't have to deal with a retrieve since it was only gonna be an extended sled run at best.

When we arrived at the top the temps were cooler the birds were thermally. Darn it looked liked a little more than a sled run. We did not want to get our hopes up but we quickly set up. (I gave the video camera to Lynn to take whatever. I might add she did a good job and I hope I do something fun with it.)

I got launch in a very unusual fashion I was able to take off from the flats behind the windsock. (Its on video) The glider was flying and I was able to dig down to keep the glider on the ground until I made it to the rock pile to push off. HEE HEE. I was quickly above launch flying in smooth and slightly chilly air. We were going to have a soaring flight but we were not able to get above 2400ft or leave the ridge.

Bruce and Rex get launched and we all soared above the ridge. The coolest part was there were about half dozen red tails or a mix of raptures thermally with us. Dodging us as flew threw their thermal but not able to core with them. It was fun to see so many birds. (Later to find out what they were really doing.) Lynn spotted a fresh kill just on the otherside of the slide. And I thought there was a thermal there!

Since we were only able to stay on the ridge and we were only gonna get an extended sled run Bruce had dressed in a long sleeve shirt and heads out to the LZ due to being cold. I started to get a little low and I follow suit. Rex watches us and he decides to top land to wait out the sink cycle.

Rex relaunches after a little break and soars again. Finally he decided to head out down the ridge only to eye something that he seen done about 10yrs ago.

That was to top land on one of the many rolling hills along the ridge. Cooper showing him the approach he does not go for it then. He went for it this time; he disappears from our sights from the LZ. Rex was having a good time. After hiking up to a launch point he relaunches for now what you can say a sled run and joins us in the LZ.

All in all a fun day!

Sunday started looking better than Saturday so I touch base with Lynn and Bruce to head out by 1pm. Lynn and Bruce made the smart call to work on house chores. I call Roy and we decide to meet at 1pm.

Glancing at the weather.com I noticed some rain in the forecast that was not there earlier. I really don't think much of it because it was looking better than yesterday and yesterday was suppose to be an extended flight. Never count your chickens before they are hatched.

Roy gets launch first, hmmm he is not getting as high. Before Roy had launch we were eyeing what appeared to be rain some where around San Jose airport. THAT CAN'T BE RAIN! I get launched and sure enough within 10mins of flying it is started to sprinkle. The big mistake thinking we were gonna be able to top land I do not fly

with my bag.

Roy is now below the slide and I

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was able to stay just slightly above it. I was able to climb back to attempt to topland but I felt I did not have enough altitude. I flew over to the south launch; the winds were going more south at this point. I continue try to get high enough to land but to no avail. I looked over to the south and now what appeared to be light rain is now a wall of rain coming over the hills from Ed Levin. I decide to head down to land I stuff the bar in and fly towards to the LZ as quickly as I can. I started doing wangs to lose even more altitude faster.

Roy had landed going south up by the wind sock. It was no wind so I decide not to go for as long as walk as Roy and land in the bowl for a slight whack. DOH! I guess no wind slightly wet glider and not flaring aggressively enough and having just a little too much energy I needed to run just a little faster than could have.

So we were a bunch of wet puppy dogs but it was still fun and now we have some very WET gliders. At least my glider bag is dry! Carm



Sunset at Mission

Getting some Wild Ass

by Bruce

The blip maps for the Panoche area looked great for Saturday - 600' lift, 9-10K ceilings and light North East winds. So Wayne, Lee, two other marina pilots (Mike and Scott) and myself headed to Wildass. Although I've flown Goat a few times, this was my first trip to Wildass and certainly long overdue.

Arriving at launch at San Carlos mines we realised Dr Jack may have neglected one thing - a pretty strong inversion. It was quite hazy, and the cycles up launch we not that strong. The wind was also more East than North. But still doable, so we set up, except for Scott whose hangover and the sight of the bailout 4.5 miles away, across the valley of doom, seemed to get the better of him.

Wayne being the local expert went first. Nice launch, then smooth flying. i.e. no lift. Further and further he went towards the bailout without finding lift. Well, I suppose with the inversion it wasn't surprising. I then launched for my sled ride. Just timing I guess but I caught a few burbles in front of launch, then a few more over the old mining town of New Idria. I only gained about 500 feet, but it was enough to move on down the ridge rather than head for the bailout. After that it was just burbles again for about 7 miles. I was starting to think about landing (Wayne, Mike and Lee had already landed at or close to the bailout) when I headed for a last chance trigger point. There are of course many views on thermal triggers - I happen to believe in them. In this case it was a small oil drilling site - a bit of tarmac, a couple of large tanks and some rigging. Well wouldn't you know it, I found a little something at about 3000', stayed with it and rode it through the inversion to 8500'!. Now I could see our goal, Panoche bar, on easy glide.

Considering my altitude I decided to continue further north into Panoche pass in the hope of crossing it and heading to Tres Pinos. I flew 12 miles in baby butt smooth air, and 3 miles into the pass before I hit the next thermal. It was very disorganised and over the next 30 minutes I could never get higher than 4000'. I needed a good 6K' to continue. Eventually it spit me out and I landed for 25 miles.

Nice flight, and now I'm familiar with the area I'm more inclined to risk a close encounter with the valley of

doom. So I'll definitely be back.

The Hollister glider club was also having a flyin' at the Panoche airstrip (300 yards from the bar), so we watched those guys making sunset flights, and gave Mark Mullholland a hand to get his powered swift in the air, much to the "interest" of the sailplane pilots. The road to Goat opens mid October. Good for H3's with mountain experience, and site XC records to break.

PG Flying at Elk by Vince

It's not quite as fun writing up a report when I didn't even fly, but the day was worth mentioning anyway. The Ukiah sounding looked too good to be true (this is the closest sounding to Elk and Hull in northern California). Top of lift anywhere between 8,000' and 11,000', the highest I have ever seen for that sounding. The air pressure was low at 29.74mm. We have been having really strong winds for the last few days and logic would say that the high winds would put a damper on things. Every time I have been to Elk in winds above 10 mph, the thermals are broken, hard to work and not very high.

Rich and I could not find a driver for Saturday. We decided to pick up some paraglider pilots, Greg, Andy and Bernard, and maybe one of them could end up driving for us. We drove up to the Elk launch plenty early to observe the weather trends. Some forecast called for decreasing winds after 1:00. At launch the wind was strong out of the east, but was wrapping around the hill and coming in slightly crossing at the south launch. It was definitely launchable. Rich was coming down with some type of head cold and decided not to fly. Without a driver I was somewhat reluctant to fly as well. I could get up and fly over to the Hull launch and say "neener, neener, neener" to all the pilots on the ground, but I have done that plenty of times this year and it was getting old.

By 1:00 the winds were still strong, but they were coming from the southwest. It was starting to cycle more with some completely calm conditions between cycles. Andy finally had enough waiting and took off a little after 2:00. He climbed very quickly to 8,400', 4,000+ over launch in less than 10 minutes (my personal best at Elk is a little over 8,000'). Greg was so surprised that he could not get ready fast enough. Bernard is a P2 and decided conditions were too strong for him. Greg

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was in the air in less than 10 minutes.

Andy took a bold line and tried to fly east toward the paragliding launch called Potato Hill. He was doing great with very little altitude loss until he was about half way across the valley. There he hit a strong east wind that stopped his progress completely. By this time Greg was climbing like a rocket. He topped out at 10,200'.

Rich and I have been telling Greg that he should try to fly to Hull some day. He always said "yeah, if I could only get to 10,000'" like it would never happen. Well, today was the day. When he saw Andy hit the wall on the way to Potato, he turned and headed for Hull. Meanwhile, Andy had landed just east of the campground on M10. We headed over to pick him up. Greg was obviously excited about flying over a sea of trees with no LZOs. We assured him that he had plenty of bail out options. His concern was that he could not see them from his position. This can be quite interesting the first time one tries a new route. Once you are familiar with the bailouts along the way, the next time is much easier.

As Greg got closer to Lake Pillsbury, he finally saw the dam and the large LZ just down stream. This put his mind at ease. The problem is the entire west side of the lake by the dam is a big sink hole. Once he headed that way he was sucked to the ground. He landed in the creek bed just a few feet from the road. He was the first paraglider pilot we know of to fly this direction and make it to the lake.

I believe Greg landed where I marked a red X in the picture:

http://www.flyingcritters.com/images/greg_landing.jpg

Now, the normal situation is Greg and Andy have to listen to Rich and my great flights. But for the next week, they have the bragging rights and we will politely listen to their stories. There have been higher altitude gains at Elk, but their flights are the highest I have heard about in the last 15 years or so. I believe Andy is the first paraglider pilot to try to fly over to Potato hill. Congratulations to both of them.

Scare-O-Batics Clinic

By Steve Rodrigues

I'm helping organize another HG aerobatic clinic to be held October 28-29, 2006 at the New Jerusalem airport near Tracy, CA.

If you have any desire to do steep dives, wingovers, loops or spins, I highly recommend getting advice and supervision from experienced pilots. This clinic will be a great opportunity to do so! Even if you don't plan on pursuing an aerobatic career, learning to fly your aircraft in unusual attitudes will give you more confidence and control on those big thermal days.

Our mentor will again be the accomplished Dallas Willis. You can check some of his videos at <http://www.bigskyhg.com/> There is a clip from last years aero clinic at the bottom of the page. Dal does a cool 3-loop set at the very end!

How it works: Dallas loves to come out and fly with us and does not ask to get paid. All we need to do is cover his expenses. Airfare from the east coast is running around \$364-, so with a few bucks for food his cost is about \$450-. If we get 6 to 8 participants it's only \$75- to \$56- each for a whole weekend of mentoring!

We can do an introductory ground school on Friday evening for those new to aerobatics. Even if you already have some experience you will begin by flying at your current comfort level and take it easy from there.

Paul Splan will be tugging us up with his trike. Paul charges \$25- for a tow to 2,000' agl, and \$35- to 3,000' agl. Your total cost for the weekend depends on how many tows you take.

We don't do aero in thermic conditions so this clinic will start EARLY. Plan on having your glider set up at sunrise. Two sessions are planned each day, early AM and early evening or as soon as it calms down.

For those who don't have their AT rating, Paul can give an AT ground school on Saturday mid-day

or so. This will enable first timers to tow that evening and do both sessions on Sunday. You will need to demonstrate about 10 good tows to get your rating. (editor: I got 10 good toes, I have actually grown rather attached to them over the past 50+ years. Does this mean that I get a rating?)

An earlier aero tow only weekend is proposed for September 23-24 where you can work on your AT rating. This is a good idea if you want to focus on aero in October.

Interested? Please direct questions and RSVP to Steve Rodrigues; srskypuppy@earthlink.net

Editor's Turn

By Colin Perry

Another month, another fish-wrapper.

This past Saturday, I dropped in towards the end of our national organization semi-annual bored directors meeting. The good news is that we remain (for now) a soaring club, with the leeches from the powered aviation world rebuffed and sent scurrying back into the dark hole from whence they came. Other political type stuff also occurred, in a somewhat organized manner that is completely inconsistent with the typical manic discombobulation that infects most functions involved with hang gliding.

However, once the political hoopla was completed for the day, the manic discombobulation commenced. Lots of reconveined in the hotel bar, which promptly ran out of 4 of the five flavors of beer on tap. Whomever booked this hotel obviously neglected to warn the bartender to stock up. The place was packed with folks (many of whom I had not seen for many years) laughing and telling tall tales of various flying-related exploits. Gliders were carried in to the lobby and somewhat assembled, agreements were made regarding swapping of parts, plans entered into for rendezvous to happen

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somewhere in the future at some exotic flying site, etc.

Then we moved to a back room (much to the delight of the bartender) for the somewhat-annual BayArea pilot summit. The first hour was basically a continuation of the scene from the bar, but with more folks in attendance and more arriving every passing minute.

I just happened to be standing next to the food table at the end with the plates when the call went out "Food is ON, grab all you can before the hoarders get to it." Balancing 4 plates on one arm, I piled heaping mounds of hot food on each of them whilst cursing my poor memory. I had neglected to bring that long overcoat that I got, that one with the HUGE inside pockets lined with plastic that I like to bring to buffet dinners. Damn, I coulda easily had enough food to last for week. Won't someone please remind me next time?

Some entertainment followed the meal, but alas I had to make an early exit to meet up with a lady who thinks that I look rather delicious. As long as she don't get a new perscription for her glasses, I am gonna be one happy boy!

That's all for now folks, I'm off to Hawaii for the Kona IronMan Triathlon.

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VOL. 124 NO. 9

Nov 2006



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